1911

42 g 94

& B

6×10

Railways from Bangalore to Kolar

Previous reference
B. 240-10 (1)
" 11 7
42-11-1)
43.24.7.1243-12
Later references.

File No. 42-11

Serial Nos. 6x10

1911

(Local Boards)

W.F. 18.10.11
B. Sept 16

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 6 x 11

Part B. for April, 1912.

SUBJECT.

Raising a debenture loan of another lakh of rupees for meeting the cost of construction of the railway from Bowringpet to Kolar

From the Pres., Dist Board, Kolar, No. 280 10.2.12: Requests sanction to the proposal of the Dist Board to raise a debenture loan of another lakh of rupees for constructing a metre gauge railway from Bowringpet to Kolar instead of a narrow gauge.

To D. Comble, Secy to Govt, Ry. Dept, No. 7658-8 dt 18.4.12: Sanctions the proposal to raise the loan amount from 3 to 4 lakhs of rupees. States that the question of Drainage will receive separate consideration. Requests to be furnished with an early report. Encloses the submission of the report. Directs, also, office letter no. C.S.M./L.B. 42-11-5 dt 22nd Jan 1912.

G.R. S. 58

W.W. Aiyangar
10.5.12

G.R.S. 11]

GENERAL AND REVENUE SECRETARIAT.

(COS)

NOTES

File No. 42

FILE HEADING.

Railway from Bowringpet to Kolar.

From The President of the Dt Board of Kolar.

No. 28 Dated 10.2.12 Received 12-2-12

Diary No. 4321	Enclos.	Spare Copies.	Serial No. 6

BRIEF ABSTRACT OF LETTER.

Requests sanction to the proposal of the Dt Bd to raise a debenture loan of another lakh of rupees for constructing a metre gauge railway from Bowringpet to Kolar instead of a narrow gauge.

NOTES AND ORDERS.

2) Secretary's order on the D.O received with the paper under disposal.

Asst Secy W.

Please have this worked up. What we have to see is the financial

NOTES—First Sheet.

GPB—30,000—12-8-11

Serial No.

ability of the Dr Board to raise a loan of 4 lacs, pay interest and form a sinking fund.

(Sd) C. S. B.

2.2.12

3)

Government in their order No. 10318-20 dated the 19th June 1911 sanctioned the proposal of the Dr Board of Kolar to raise a debenture loan of 3 lacs of rupees for meeting the cost of construction of a narrow gauge railway from Bowringpet to Kolar & in their order No. 289-93 dated the 5th December 1911 they guaranteed the payment of 4 p.c interest on the actual expenditure for a period of 25 years and directed that the Dr Board do recoup to Govt every year the amount paid by Govt to make up the 4 p.c guarantee and also make provision to form a sinking fund to pay off the

GPB—50,000—12-8-10

G. R. S. 12
General and Revenue Secretariat.

Fin File No. 42 of 1911

Serial No.

loan capital at the end of that period. Detailed proposals called for from the President of the Board regarding the recoupment of interest and the formation of the sinking fund are yet due.

Fin (42-11)-5

4) The President now reports that a sum of Rs 290318/- out of the loan of Rs 292100/- raised has been invested in 3½ % Govt of India Securities of the face value of three lacs of rupees, which the Comptroller holds on behalf of the Board & requests sanction to raise a further loan of 1 lac of rupees with a view to have a metre gauge railway instead of a narrow gauge one.

5) To avoid unnecessary extra cost & trouble in the transhipment of goods traffic it appears necessary to have the branch railway of the same gauge as the main line or the connecting links. The main line - Bangalore - Bowring pet - is of the standard gauge and it is not possible to have the

This is a matter for Rly Secy to put up

17/2/12

NOTE — Contn. sheet.

GPB—50,000—12-8-10

G. R. S. 12]
General and Revenue Secretariat.

Ls File No. 42 of 1911

Serial No.

the Bowringpet - Kolar railway of the same gauge as the cost of construction will amount to an enormous sum of 7½ lakhs of rupees at Rs 70,000 a mile which the Board will not be able to finance. The proposed line from Bangalore to Chittoor is to be of the narrow gauge (2'.6"). and it would be convenient to have the Bowringpet - Kolar railway of the same gauge, as now decided, since it is likely that later on the Bowringpet - Kolar railway may be extended to Chittoor & Chittoor. As the cost of construction of one mile of narrow gauge line is estimated at Rs 25,000 to Rs 30000/- the cost of the construction of the railway of this width from Bowringpet to Kolar, 10½ miles in length may not exceed three lakhs of rupees & the necessity for raising an additional loan will cease. If on the other hand it is decided to have a metre gauge

GPB—50,000—12-8-10

G. R. S. [12]
General and Revenue Secretariat

Rs File No. [illegible] of 19 11

Serial No.

as now recommended it is
desired whether a capital of
four lakhs of rupees to which it
is proposed to be raised will
suffice to meet the cost of con-
struction which may amount to
5 ½ lacs of rupees at Rs 50000/-
a mile, which represents roughly
the cost incurred on the open
lines of the metre gauge.

6) An annuity of Rs 25,604/-
is required to clear off a loan of
four lacs of rupees at 4 p.c interest
in 25 years & as noted above
proposals are due from the President
regarding the sources of income
that will be set apart for paying
interest & forming sinking fund.

7) The financial condition
of the Dt Board of Kolar according
to the sanctioned budget estimates
for 1911-12 is noted below:—

Opening balance on 1st
July 1911 — Rs 58,965

Estimated receipts for
1911-12 } Rs 97,854

Total 156,819

NOTE— Contn. sheet.

GPB—50,000—12-8-10

G. R. S. 12

General and Revenue Secretariat. | File No. 42 of 1911

Serial No.

Total receipts (net opening balance) Rs 1,56,819
Estimated expenditure 1,16,816
" closing balance Rs 40,003

The average of the annual receipts & expenditure of the Kolar & Board for the 7 years 1904-5 to 1910-11 are Rs 91,666 & Rs 90,676/- respectively. So the average income may be safely estimated at Rs 90,000 a year. Of this a sum of Rs 88,000 nearly will be required for meeting the following fixed & recurring expenditure

Civil charges all items being almost of a recurring nature - Rs 40,000
A. P. W Road maintenance 32,250
Establishment & charges 5600
original works under A.P.W & works original & repairs to be executed by the Rev: Dept 10000
8785

Probable savings Rs 2,000

So it will be seen that the Rs

NOTE—Contn. sheet

GPB—20,000—20-1-12

General and Revenue Secretariat. | LS File No. 42 of 1911

Serial No.

Board will not be able to spare anything out of their present resources towards payment of interest or the principal. So the annuity payable has to be met from the net earnings of the railway & other sources of income.

8 What the railway earnings would be cannot be estimated as there is no information regarding the traffic prospects of the proposed line.

9 A proposal to levy a special railway cess of 3 pies in the rupee of land revenues under the consideration of Govt. & if it is extended to the Kolar Gold Fields when sanctioned a sum of Rs 25,000/- a year may be expected from this source which will perhaps be sufficient to meet interest and sinking fund charges payable in 25 years and the net profits from the railway may be used for extending the line

Ds 69 (10) Submitted for order
13/2/12

NOTE—Contn. sheet.

GDB—20,000—20-1-12

General and Revenue Secretariat.

L-B File No. 42 of 191 11

Serial No.

11) It will be seen from what is stated above that it is in view to ultimately connect the Bowringpet-Kolar line with the Bangalore-Chikballapur line, it would be desirable to have both the lines of the same gauge and as the latter will be of narrow gauge, the former may also be of the same gauge. If however it is decided to sanction the present proposal and adopt the metre gauge for the Bowringpet-Kolar line, the cost of construction is likely to be 5 1/2 lakhs at Rs 50,000 per mile.

12) The annuity payable for discharging a loan of 5 1/2 lakhs of rupees ~~incl~~ at 4 p.c. per annum, in 25 years is about 35 200 rupees. If the District Board be empowered to levy a cess of three pies in the rupee on all items of revenue on which a cess of one anna is now levied, an income of ~~net~~ ~~less~~ ~~than~~ ~~Rs~~ ~~36000~~ about Rs 36000 may ~~perhaps~~ be expected

Why not connect Bowringpet Kolar line with the S.M.R. line at Bangalore? In this way it will come into direct communication with Madras

NOTE—Contn. sheet.

GPB—20,000—20-1-12

Finance & Rev accts

1910-11	Dolan
1909-10	158,414 ✓
1908-09	128031 ✓
1907-08	149655
1906-07	152,245 ✓
1905-6	134,158
1904-05	148,437 ✓

General and Revenue Secretariat. | L-B File No. 42 of 1914

Serial No.

to be recovered and this will be enough for meeting the amount payable. The total amount of cess recovered in the Malar Distn for six years from 1904-05 is given below:-

1904-05 — Rs 1,48,437
1905-06 — Rs 1,34,158
1906-07 — Rs 1,52,245
1907-08 — Rs 1,49,655
1908-04 — Rs 1,28,031
1909-10 — Rs 1,58,414

Total Rs 8,70,940

average - Rs 1,45,157

There is not likely to be any difficulty therefore for finding funds for the payment of the annuity payable by the District Board. In making this calculation, the income from the Railway is not taken into account. Financially, there seems to be no objection to the proposal -

Secy) 15-2-12. Mde

13) If a Railway cess of 3 pie in the rupee is imposed the amount

NOTE—Contn. sheet.

GPB—20,000—20-1-12

G. R. S. 12]
General and Revenue Secretariat.

L&S File No. 42 of 19 11

Serial No.

will meet the interest & sinking fund charges without taking into account the net earnings of the Rly about which the Dt Board & are probably very sanguine. If the cost of the metre gauge does not exceed 4 lacs the cess may even be 2 pies in the rupee instead of 3 pies.

14) There seems to be no objection to let the Dt Bd raise a loan of 4 lacs provided steps are taken to levy the cess from the date the loan is taken.

15) Bd for remarks. 07/3/12

Hmrs 709

16) Submitted 19.2.12

N-36 20/2

17) The question of what has first to be settled before the amount of loan can be fixed. It is intended to link the Bowringpet-Kolar line with the Bangalore-Chikballapur line. Sometime it would be very desirable to keep the 2'-6" gauge. As per carrying capacity, about one car of the metre gauge is equal to one car of the 2'-6" gauge & two cars of the latter would be required to carry the same load as one car of the metre gauge. Whether there is a trunk line or a branch line there

GPB—50,000—12-8-10

Serial No.

does not seem to be any necessity to pave the page - with its attendant consequences - and the Exhaust Pipe as it may perhaps be better unless precautions to these remarks does not seem necessary to sanction the raising of loan for 4 lakhs.

21/2/12

BVV

18) Submitted for orders.

21/2/12 RS 69 Secy) 21-2-12 - Mle

19) I think the necessity to change the gauge may be left to be decided by the Rr Dept.

20) So far as the G Rs is concerned the Board is in a position to raise a loan of 4 lakhs provided the Rr cess is imposed.

21) The file may be sent to the Rr Secrt for further action.

2nd Cr & Secy 21/2/12

22) May be sent to the Rly Secy

22/2/12

Recd 21/2/12 R.S.

NOTE—Contn. sheet.

GPB—50,000—12-8-10

26·3·12 4321

G. R. S. 12
General and Revenue Secretariat.

LS File No. 42 of 1911

Serial No.	
No. 40-100 & 20-3-12	23) forwarded to the Secretary to Govt for Railways

By order

N. Raghavendra Rao

20·3·12. For Secretary

Vide Typed note on separate sheet.

NOTE—Contn. sheet.

GPB—50,000—12-8-10

Railway Secretariat. | R&S File No. 42 of 1911.

Serial No.

SUBJECT:- BOWRINGPET-KOLAR RAILWAY.

REFERENCE:-Un-official Memorandum No.100 - dated the 20th March 1912, from the Secretary, General and Revenue Departments, with accompaniments forwarding for further action, the proposals submitted by - the President, District Board, Kolar, (1) for the alteration of the gauge of the railway from narrow to metre and (2) for increasing the debenture capital - from Rs.3 to 4 lakhs.

No. 54. dy 29-3-12.
Sent to 2 Sects.

462 / 30.3.12

24) Submitted to the Dewan of Mysore.

2. The estimates now prepared for the line wor out as below:-

Length.	Gauge.	Cost. Rs.
10 miles	2'-6"	4,08,000.
	3'-3 3/8"	5,11,452.

In either case, it is obligatory that the de benture capital should be raised.

25) 3. As regards the gauge to be adopted, the -- Bangalore-Madras and the Kolar Gold Fields branches

are

Railway Secretariat. | L&S File No. 42 of 191

Serial No.

are built on the standard gauge, while a 2'-6" is proposed for the Bangalore-Chickballapur line. The latter will, in course of time, be linked with the Bowringpet-Kolar line (vide Memorandum of Railways circulated with Government order No.224-30/Ry.F. 124-11-12 dated the 13th November 1911). A metre gauge will not only cost more with no adequate return but will entail double transhipment at - - Bowringpet and Kolar, respectively. The Chairman Bangalore-Chickballapur Light Railway Company, in his letter No.3535 dated 20th March 1912 (copy submitted with Note No.52 dated 26th March 1912) represents very strongly that the introduction of a third gauge would seriously handicap the traffic - prospects of that line. On these and other -- grounds, not to be easily overlooked, I regret I cannot support the proposal of the Kolar District Board in this behalf. The Railway construction programme has been fully considered from all point of view and it would serve no useful purpose to - discuss alterations at every stage.

26)

4. Under the circumstances explained above I am of opinion that a reply may be sent to the - President, intimating the estimated cost of the two gauges and granting permission to raise the additional capital, viz., Rs.1,00,000. He may also be informed

GPB—1,000—21-5-11

Railway Secretariat. | LS File No. 42 of 191 /.

Serial No.

informed that the proposed conversion of the gauge from narrow to metre does not commend itself to -- Government.

27) 3. The question of levying a special railway cess and the establishment of a Sinking Fund has - already been taken up by the Secretary, General and Revenue Departments.

(B)

Secretary for Railways,

E.V. Government of Mysore.

28) P.R.M.

Secy & Rly Dept

29) 1 Please return the circulation

30) 2 Reply may be given to the Dy Cr in terms above marked (A) & (B) & the intimation that the question of gauge will receive separate consideration.

31) 3 If Councillors agree, the subject of gauge may be taken up on the arrival of the Railway Engineer whom we are expecting from the Govt of India. He will be able to give us the benefit of his experience of systems in Upper India

Recd 2/4/12 EV

GPB—1,000—21-3-11

G. R. S. 12]
General and Revenue Secretariat.

20 File No. 42 of 1911

	Serial No.	
		40 No. 10 dated Bangalore 2nd April 1912. Filed with 32
IV 4/4		Transferred to the Secretary to the Government of Mysore, General and Revenue Departments.

Secretary for Railways,
Government of Mysore.

RRL

NOTE— Contn. sheet.

GPB—50,000—12-8-10

J. R. S. 12]

General and Revenue Secretariat. | LS File No. 42 of 1911

Serial No.

33) Submitted for orders. Draft sanctioning the raising of the debenture loan in accordance with the Dewan's order (para 2) of the 1st April 1912 is put up. The question of empowering the Dt Boards to levy railway cess is engaging the attention of Govt & action is being taken to amend the Local Boards Regulation to noted in para 3 supra. The President of the Dt Board of Kolar has already been requested to point out the sources of income which the Dt Board will set apart for paying interest & the loan capital in the order issuing the President's attention may be invited to this office letter on the subject & he be requested also to expedite the submission of the report called for.

34) After issue of the order put up in this file, the papers may be sent back to the Railway Secretariat for answering the Dewan's query on page 8 of the notes,

NOTE—Contn. sheet.

GBB—20,000—20-1-12

J. R. S. 12]

General and Revenue Secretariat. | LS File No. 42 of 1911

Serial No.

supra, about connecting the Kolar Bowringpet line with the S. M. R. line, Bangalore to Mandi...

TS 69 Secy) 6-4-12 - DMW 4/4/12

35) File recirculated with a Draft order -

~~36~~ 2nd Cr in the first instance) CBB 6/4/12 DMW 6-4-12

36) Appd. DMW 9.4.12

37) 1st Cr and Dewan) 9.4.12 DMW

38) [signature] 10/4/12 DMW 11.4.12

748 (2.4.12

39) Draft approved by Dewan 13.4.12

40) Issue

USB. 16/4/12 DMW 16.4.12

NOTE—Contn. sheet.

PTO

GPB—20,000—20-1-12

G. R. S. 12]

General and Revenue Secretariat. LB File No. 42 of 1911-12

Serial No.	
10	President D.L. Board Kolar
	Comptroller & Secy to Govt. Railways
	No. 7656-8-D, 18th April 1912
	Sanctions the proposal to raise
	the loan amount four three
	to four lakhs of Rupees.

NOTE—Contn. sheet.

GBB—20,000—20-1-12

Bangalore
12 Feb 1912

Dear Bakhtawari.

[illegible]

From
The President
District Board Kolar Di

To
The Secretary to Government
General & Revenue Depts

Dated 10th February 1912

Despatched

Received

General No. 28
No. D.B.K

Enclosure No. One

Soliciting sanction of Govern
ment for raising the capital
of the Baringpet Kolar
District Board Railway to
four lakhs of rupees etc

No. 26
D.B.R. Sue. No

Office of the President, District Board
Kolar District.
Dated Kolar, 10th February 1912.

From C. Srikantesvara Aiyer, B.A., B.L.,
President, District Board, Kolar District.

To C. S. Balasundaram Iyer, Esq., B.A.,
Offg. Secretary to the Govt. of H.H. the Maharaja
of Mysore, General & Revenue Departments.

Sir,

I have the honour to forward herewith copy of Resolution No. 3 of the District Board passed at their meeting held on the 10th instant, anent the construction of the Bowringpet—Kolar Railway, and to state that in consideration of various administrative and other economic questions involved, the District Board have unanimously resolved to adopt the meter gauge for the construction of the line from Bowringpet to Kolar, with a capital of four lakhs of rupees instead of three lakhs of rupees, which, now that the survey has been completed, is found likely to be exceeded. I am accordingly to request that you may be so good as to obtain the sanction of the Government therefor, on the

4

same terms as conveyed in Govt Pros. No 289-93 Ry. T. 124-11-2 dated 5th December 1911.

4

2. A sum of Rs: 2,90,318, out of the deposit of Rs: 2,92,100 hitherto received, has already been invested in 3½ % Government of Inana securities of the face value of three lakhs of rupees which the Comptroller holds on behalf of the Board

3. As soon as sanction to raise the debenture loan of four lakhs of rupees, instead of three originally sanctioned in Govt: Pros: No. 10318-20 L.B. 240-10-8 dated 19th June 1911, is obtained, the extra amount will be realized and arrangements made to pay interest to the depositors from date of deposit up to 1st April 1912, and to issue the debenture bonds as from that date, in the approved form, a proof of which will be submitted in due course.

3

4. Regarding the detailed agreement which the Board have to enter into with Government, the subject is being considered and after

receipt of certain references etc called for from the Railway Secretariat, further communication will follow.

I have the honor to be,
Sir,
Your most obedient Servant,

Vikramaditya

President

Proceedings of a meeting of the Kolar District Board, held on Saturday the 10th February 1912.

— o —

3. Read Government Proceedings No. 289-93 Ry. 7. 124-11-12 dated the 5th December 1911, granting certain concessions in respect of the Bowringpet - Kolar District Board Railway.

Resolved unanimously, after mature consideration, that in view of the various aspects of the question involved, meter gauge be adopted for the construction of the line from Bowringpet to Kolar, with a capital of four lakhs of rupees instead of three lakhs of rupees, and that sanction of Government be obtained therefor with the same concessions, and for the issue of debenture Bonds as from 1st April 1912, interest at 4% being paid to all subscribers from date of deposit up to that date.

Sd/ C. Srikanteswara Aiyar
President

Copy
Srikanteswara Aiyar
President

b

Indexed

7

42/11

G.R.S. 281

File No. 10

Serial No.

Diary No. of letter replied to 4321

Proceedings of the Government of His Highness the Maharaja of Mysore.

GENERAL AND REVENUE SECRETARIAT.

(GS)

READ— Government order

No. 1031-8-20 dated the

GS 240-10)-8

, the

Date of issue 19-6-12

Signed by I Mark M.A.

19th June 1911 sanctioning

the proposal of the Di-

~~ORDER THEREON. No.~~

Board of Kolar to-

raise a debenture

loan of three lakhs

of rupees for meeting

the cost of construction

over.

SUBJECT.-

GPB—10,000-29-9-10

of a narrow gauge
railway from Bamangwa
to Kolar
2) Government order
No. 289-93 dated
(Ed. 20-11) - 12

the 5th Dec 1911 guaranteeing
the payment of 4 p.c
interest on the actual
expenditure on the
railway, for a period of
25 years, commencing
from the time the line
shall have been opened
for public traffic interest
during construction being
charged to capital and
directing that the Secy
Board do report to
Govt every year the
amount paid in Govt
to make up the 4 p.c
guarantee and also
make provision to

G.R.S. 27]

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

form a sinking fund to pay off the loan capital at the end of that period.

3) Letter no. 28 dated the 10th July 1912 from the President of the Ot Board of Kolar stating that a loan capital of 3 lakhs (three lakhs) of rupees has already been raised and invested in 3½ o/o Govt of India Securities & requesting sanction to the proposal of the Ot Board to raise a debenture loan of another lakh of rupees for constructing a metre gauge-railway from Bowringpet to Kolar instead of a narrow-gauge.

Order Memo No. 7656 & LB 42-11

8/18/12

The estimates
now prepared for the line
show that the cost of
constructing a narrow gauge
Railway of 0 miles from
Bourimpur to Solan
will be Rs 4,09,000 & that
of constructing a
metre gauge railway of
the same length will
be Rs 5,11,452. In either
case it is necessary
that the debenture capital
should be raised. In
the circumstances Govt
are pleased to accord
sanction to the proposal
of the Dy Comr of Solan
to increase the amount of the
loan by issue of debentures
by one lakh of
rupees or meeting the
cost of construction of the

GPB—15,000—13-11-11

G.R.S. 27]

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

~~a~~ railway, ~~from~~ ~~Bangalore to Kolar~~, thus raising the loan capital of the railway from three to four lakhs of rupees. The question of gauge will receive separate consideration.

2) The President of the ~~of~~ Board of Kolar is requested to be so good as to expedite the submission of the report called for in this office letter no. 4894 (S 42-9)-5 dated the 22nd June/12 about the sources of income which the Board will set apart for recouping to Govt the interest paid and also for forming the

2) It is observed that in ~~the~~ G.O ~~No~~ 289-93 Rg 7124-11-12 dt 5/12/11 Govt guarantee interest at 4% on the actual expenditure on the railway under certain conditions ~~x~~ that the guarantee will apply to the present increased loan Capital without any further order of Govt in the Rr dept.

[illegible] [illegible] [illegible]
the loan capital.

Secretary

[illegible]

[illegible]

[illegible]

Proceedings of the Government of His Highness the Maharaja of Mysore, Local Fund and Sanitary (Local Boards), dated 18th April 1912.

READ—

Government Order No. 10318-20—L. B. 240-10-8, dated the 19th June 1911, sanctioning the proposal of the District Board of Kolar to raise a debenture loan of three lakhs of rupees for meeting the cost of construction of the narrow gauge railway from Bowringpet to Kolar.

2. Government Order No. 289-93—Ry. F. 124-11-12, dated the 5th December 1911, guaranteeing the payment of four per cent interest on the actual expenditure on the railway, for a period of twenty-five years, commencing from the time the line shall have been opened for public traffic, interest during construction being charged to capital, and directing that the District Board do recoup to Government every year the amount paid by Government to make up the four per cent guarantee and also make provision to form a sinking fund to pay off the loan capital at the end of that period.

3. Letter No. 28, dated the 10th February 1912, from the President of the District Board of Kolar, stating that a loan capital of 3 lakhs (three lakhs) of rupees has already been raised and invested in three and a half per cent Government of India Securities, and requesting sanction to the proposal of the District Board to raise a debenture loan of another lakh of rupees for constructing a metre gauge-railway from Bowringpet to Kolar instead of a narrow gauge.

No. 7656-8—L. B. 42-11-10, DATED BANGALORE, 18TH APRIL 1912.

ORDER THEREON.—The estimates now prepared for the line show that the cost of constructing a narrow gauge railway of ten miles from Bowringpet to Kolar will be Rs. 4,08,000 and that of constructing a metre gauge railway of the same length will be Rs. 5,11,452. In either case, it is necessary that the debenture capital should be raised. In the circumstances, Government are pleased to accord sanction to the proposal of the District Board of Kolar to increase the amount of the loan by one lakh of rupees for meeting the cost of construction of the railway, thus raising the loan capital of the railway from three to four lakhs of rupees. The question of gauge will receive separate consideration. It is observed that in Government Order No. 289-93—Ry. F. 124-11-12, dated the 5th December 1911, Government guarantees interest at four per cent on "the actual expenditure on the railway" under certain conditions and that the guarantee will apply to the present increased loan capital without any further order of Government in the Railway Department.

2. The President of the District Board of Kolar is requested to be so good as to expedite the submission of the report called for in this office letter No. 4894—L. B. 42-11-5, dated the 22nd January 1912, about the sources of income which the District Board will set apart for recouping to Government the interest paid and also for forming the sinking fund to pay off the loan capital.

C. S. BALASUNDARAM IYER,
Offg. Secy. to Govt., Gen. & Rev. Depts.

To—The President of the District Board of Kolar.
The Comptroller to Government.
he Secretary to Government, Railway Department, with the extract from the notes.

Exd.—c

1911-12

GOVERNMENT OF HIS HIGHNESS
THE MAHARAJA OF MYSORE

LOCAL FUND AND SANITARY
(LOCAL BOARDS)

PROCEEDINGS

Dated 18th April 1912

No. 7656-8
T. R. 42-11-10

Sanctions the proposal of the District Board of Kolar to raise the amount of the loan for meeting the cost of constructing the railway from Bowringpet to Kolar from three to four lakhs of rupees.

GPB—6-5-12—200